

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBOII

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Cincinnati CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/10/04

CONTACT: Curtis Hines PHONE # (513) 352-3462

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 352-1581 E-MAIL Curtis.Hines@cincinnati-oh.gov

PROJECT NAME: Dixmyth Avenue Relocation

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
- ☒ 2. City
- ☐ 3. Township
- ☐ 4. Village
- ☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,500,000
- ☐ 2. Loan \$ _____
- ☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
- ☐ 2. Bridge/Culvert
- ☐ 3. Water Supply
- ☐ 4. Wastewater
- ☐ 5. Solid Waste
- ☐ 6. Stormwater

TOTAL PROJECT COST: \$ 3,000,000 FUNDING REQUESTED: \$ 1,500,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,500,000

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

☒ State Capital Improvement Program

☐ Small Government Program

☐ Local Transportation Improvements Program

2004 SEP 10 PM 3:09

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)

- a.) Project Engineering Costs:
- 1. Preliminary Engineering \$ _____ .00
 - 2. Final Design \$ _____ .00
 - 3. Other Engineer Services * \$ _____ .00
 - Supervision \$ _____ .00
 - Miscellaneous \$ _____ .00
- b.) Acquisition Expenses:
- 1. Land \$ _____ .00
 - 2. Right-of-Way \$ _____ .00
- c.) Construction Costs: \$ 3,000,000 .00
- d.) Equipment Purchased directly: \$ _____ .00
- e.) Other Direct Expenses: \$ _____ .00
- f.) Contingencies: \$ _____ .00
- g.) TOTAL ESTIMATED COSTS: \$ 3,000,000 .00

MBE Force Account
\$ \$

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

1.2 PROJECT FINANCIAL RESOURCES: (Round to Nearest Dollar and Percent)

- a.) Local In-Kind Contributions \$ _____ .00 %
- b.) Local Public Revenues \$ 600,000 .00 20%
- c.) Local Private Revenues \$ _____ .00 _____
- d.) Other Public Revenues _____
- 1. ODOT PID# _____ \$ _____ .00 _____
 - 2. EPA/OWDA _____ \$ _____ .00 _____
 - 3. MRF \$ 300,000 .00 10%
 - 3. DOD Grant \$ 600,000 .00 20%
- SUB TOTAL LOCAL RESOURCES: \$ 1,500,000 .00 50%

- e.) OPWC Funds
- 1. Grant \$ 1,500,000 .00 50%
 - 2. Loan \$ _____ .00 _____
 - 3. Loan Assistance \$ _____ .00 _____

SUB TOTAL OPWC RESOURCES: \$ 1,500,000 .00 50%

f.) TOTAL FINANCIAL RESOURCES: \$ 3,000,000 .00 100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Dixmyth Avenue Relocation

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

Dixmyth Avenue from Martin Luther King Jr. Drive to Clifton Avenue.

PROJECT ZIP CODE: 45220

b: PROJECT COMPONENTS:

Relocating Dixmyth includes the removal of existing pavement, curb and sidewalk. Construction of the new alignment includes new concrete pavement, sidewalk, driveway aprons, curb, stormwater inlets and pipe, retaining wall and water main. Realignment of Whitfield Avenue as it approaches Dixmyth.

The local resources cover the cost of the realignment of Whitfield Avenue and the additional pavement width of Dixmyth Avenue that exceeds the existing width.

The City of Cincinnati and Good Samaritan Hospital will do a property swap, exchanging our existing right-of-way for the proposed right-of-way of the new alignment. Utilities will need to be relocated to the proposed right-of-way.

This realignment is being built to allow Good Samaritan Hospital to develop its facilities on and across the current Dixmyth Avenue.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Dixmyth's proposed roadway is approximately 1600 feet long, 40 feet wide.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

ADT: 6883

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ <u>2,850,000</u>	<u>95</u> %
State Funds Requested for Repair and Replacement	\$ <u>1,500,000</u>	<u>50</u> %
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ <u>150,000</u>	<u>5</u> %
State Funds Requested for New and Expansion	\$ <u>0</u>	<u>0</u> %

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>08 / 01 / 2004</u>	<u>09 / 01 / 2005</u>
4.2 Bid Advertisement:	<u>09 / 01 / 2005</u>	<u>12 / 31 / 2005</u>
4.3 Construction:	<u>01 / 01 / 2006</u>	<u>11 / 30 / 2006</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Rashad Young
	TITLE	Assistant City Manager
	STREET	Room 104, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-3475</u>
	FAX	(513) <u>352-2458</u>
	E-MAIL	rashad.young@cincinnati-oh.gov
5.2	CHIEF FINANCIAL OFFICER	William Moller
	TITLE	Director of Finance
	STREET	Room 250, City Hall.
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-6275</u>
	FAX	(513) <u>352-2370</u>
	E-MAIL	bill.moller@cincinnati-oh.gov
5.3	PROJECT MANAGER	Don Gindling, PE
	TITLE	Principal Public Works Construction Engineer
	STREET	Room 340, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-1518</u>
	FAX	(513) <u>352-1581</u>
	E-MAIL	don.gindling@cincinnati-oh.gov

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

[] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Rashad Young, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

Rashad Young 9/9/2004
Signature/Date Signed

City of Cincinnati



Department of Transportation and Engineering
Division of Engineering

City Hall, Room 445
801 Plum Street
Cincinnati, Ohio 45202-1927

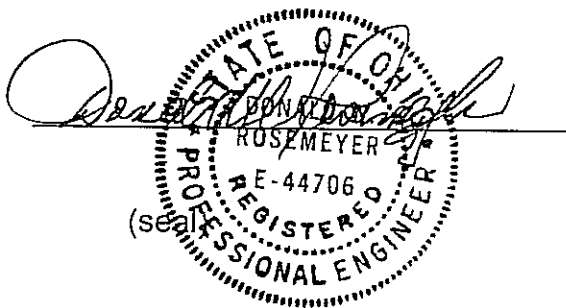
Eileen Enabnit
Director

Donald W. Rosemeyer, P.E.
City Engineer

September 10, 2004

Subject: Dixmyth Avenue Relocation
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street reconstruction is at least thirty (30) years.



Donald W. Rosemeyer, P.E.
City Engineer
City of Cincinnati

City of Cincinnati



Department of Water Works

4747 Spring Grove Avenue
Cincinnati, Ohio 45232

David E. Rager
Director of Water Works


Paul E. Tomes
Water Works Chief Engineer

August 30, 2004

Subject: Dixmyth Avenue – Whitfield Avenue to Clifton Avenue
Certification of Useful Life

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject water main project is at least seventyfive (75) years.



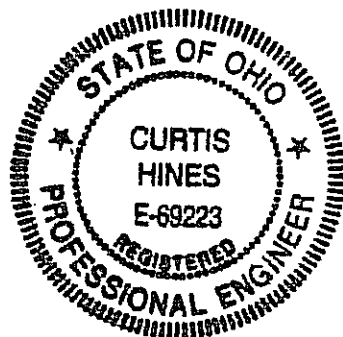

Brian Pickering, P.E.
Principal Engineer
City of Cincinnati

**LTIP/SCIP Funds - Round 19
Dixmyth Avenue Relocation**

REF.	ITEM NO.	ESTIMATED QUANTITIES	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	1 Lump Sum	Contract Bond	\$15,000.00	\$15,000
2	Special	1 Lump Sum	Project Contingency	\$100,000.00	\$100,000
3	Special	1 Lump Sum	Replacement of Water Main and Hydrants	\$340,000.00	\$340,000
4	Special	1 Lump Sum	Lighting	\$70,000.00	\$70,000
5	Special	1 Lump Sum	Demolition	\$98,000.00	\$98,000
6	Special	2 ea.	Project Signs	\$400.00	\$800
7	201	1 Lump Sum	Cleaning and Grubbing	\$20,000.00	\$20,000
8	202	6,900 s.y.	Pavement Removed	\$22.00	\$151,800
9	202	3,600 l.f.	Curb Removed	\$5.00	\$18,000
10	202	10,000 s.f.	Walk Removed	\$2.00	\$20,000
11	202	5 ea.	Inlet Removed	\$400.00	\$2,000
12	202	4 ea.	Manhole Removed	\$600.00	\$2,400
13	203	10,000 c.y.	Excavation	\$30.00	\$300,000
14	203	10,000 c.y.	Embankment	\$25.00	\$250,000
15	204	50 hrs	Proof Rolling	\$60.00	\$3,000
16	204	8,000 s.y.	Subgrade Compaction	\$2.00	\$16,000
17	254	1,200 s.y.	Pavement Planing, Bituminous	\$4.00	\$4,800
18	304	1,350 c.y.	Aggregate Base	\$30.00	\$40,500
19	448	60 c.y.	Asphalt Concrete Surface Course, Type 1	\$80.00	\$4,800
20	452	8,000 s.y.	10" Non-Reinforced Concrete Pavement	\$42.00	\$336,000
21	Special	600 l.f.	Retaining Wall	\$1,000.00	\$600,000
22	603	1,700 l.f.	12" Conduit	\$50.00	\$85,000
23	603	600 l.f.	18" Conduit	\$80.00	\$48,000
24	604	8 ea.	Combination Inlet (CI)	\$2,500.00	\$20,000
25	604	6 ea.	Manhole, Type P	\$3,500.00	\$21,000
26	605	2,800 l.f.	6" Shallow Pipe Underdrain	\$5.00	\$14,000
27	606	2 ea.	Anchor Assembly, Type T	\$750.00	\$1,500
28	606	700 l.f.	Guardrail, Type S	\$25.00	\$17,500
29	608	500 s.f.	Curb Ramp	\$6.00	\$3,000
30	608	80 s.f.	Detectable Warning, Type B	\$30.00	\$2,400
31	608	18,000 s.f.	Concrete Walk	\$5.00	\$90,000
32	609	80 l.f.	Concrete Curb, Type L-1	\$20.00	\$1,600
33	609	3,600 l.f.	Concrete Curb, Type P-1	\$20.00	\$72,000
34	614	1 Lump Sum	Maintaining Traffic	\$30,000.00	\$30,000
35	614	100 Hrs	Law Enforcement Officer With Patrol Car	\$60.00	\$6,000
36	616	20 mgal	Water Dust Control	\$5.00	\$100
37	619	1 Lump Sum	Field Office, Type A	\$10,000.00	\$10,000
38	625	1 Lump Sum	Traffic Signal Modification	\$70,000.00	\$70,000
39	627	2,000 s.f.	Concrete Driveway	\$6.00	\$12,000
40	628	200 l.f.	Sawing Concrete	\$2.50	\$500
41	642	1 Lump Sum	Signing and Pavement Markings	\$20,000.00	\$20,000
42	653	450 c.y.	Topsoil Furnished And Placed	\$30.00	\$13,500
43	659	11,200 s.f.	Seeding and Mulching	\$4.00	\$44,800
44	712.09	8,000 s.y.	Geotextile Fabric, Type D	\$3.00	\$24,000

ENGINEER ESTIMATE \$3,000,000

Curtis A. Hines
Curtis A. Hines, P.E.
Senior Engineer



Dixmyth Avenue - Whitfield to Clifton

9/3/2004

Engineers Estimate

No.	Item	Quant.	Unit	Description	Unit Cost	Total Cost
1	1101	20	Lin. Ft.	Furnishing and Laying 4" Ductile Iron Pipe and Fittings	\$130.00	\$2,600
2	1101	125	Lin. Ft.	Furnishing and Laying 6" Ductile Iron Pipe and Fittings	\$130.00	\$16,250
3	1101	1600	Lin. Ft.	Furnishing and Laying 16" Ductile Iron Pipe and Fittings	\$150.00	\$240,000
4	1110	30	Cu. Yd.	Concrete, Class "C"	\$140.00	\$4,200
5	1111	4	Each	16" Valve Chamber (Precast)	\$3,000.00	\$12,000
6	1112	6	Each	Installing Fire Hydrant	\$2,000.00	\$12,000
7	1114	4	Each	Removing Fire Hydrant	\$300.00	\$1,200
8	1115	2	Each	Furnishing and Installing Fire Hydrant Extension, 6" Long	\$200.00	\$400
9	1115	2	Each	Furnishing and Installing Fire Hydrant Extension, 12" Long	\$500.00	\$1,000
10	1115	2	Each	Furnishing and Installing Fire Hydrant Extension, 18" Long	\$500.00	\$1,000
11	1116	2	Each	Furnishing and Installing Valve Box Complete	\$250.00	\$500
12	1119	20	Cu. Yd.	Additional Excavation	\$60.00	\$1,200
13	1120	20	Cu. Yd.	Exploratory Excavation	\$75.00	\$1,500
14	1121	14	Cu. Yd.	Filling Abandoned Water Works Structures	\$75.00	\$1,050
15	1122	1	Each	Removing Existing Manhole Curb and Cover	\$225.00	\$225
16	1123	50	Lin. Ft.	Changing 8" and Under Pipe Sewer	\$75.00	\$3,750
17	1123	50	Lin. Ft.	Changing 10" Thru 24" Pipe Sewer	\$85.00	\$4,250
18	1126	50	Lin. Ft.	Furnishing, Installing and Conn. 2" Copper Service Pipe	\$65.00	\$3,250
19	1131	14	Each	Remove Curb and Roadway Box	\$55.00	\$770
20	1131	2	Each	Furnishing and Installing Curb and Roadway Box	\$124.00	\$248
21	509	4,597	Lbs.	Reinforcing Steel	\$1.00	\$4,597
22	602	1	Cu. Yd.	Brick Masonry	\$210.00	\$210
23	619	1	Each	Temporary Facilities	\$500.00	\$500
24	626	1	MFBM	Sheeting and Bracing Ordered Left in Place	\$300.00	\$300
Subtotal Construction =						\$313,000
Contingencies =						\$27,000
Total =						\$340,000



A handwritten signature in cursive script, appearing to read "Brian H. Pickering".

COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0345-2004 passed by the Council of the City of Cincinnati at their session on October 27, 2004 entitled:

ORDINANCE (EMERGENCY) submitted by Valerie A. Lemmie, City Manager, on 10/20/2004, authorizing the City Manager to apply for and accept street rehabilitation and street improvement funding grants, loans and loan assistance from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$24,612,441, and to execute any agreements necessary for the receipt and administration of said grants and loans.

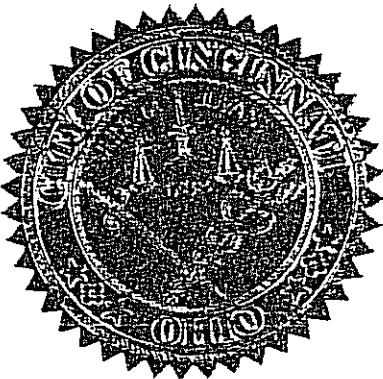
IN TESTIMONY WHEREOF I have

hereunto set my name and affixed

the seal of the Clerk of Council

Office this 28th day of

October in the year Two Thousand and Four.



Frank A. Johnson
Frank A. Johnson
Deputy Clerk

City of Cincinnati

JPE 3/1/04

An Ordinance No. 345

-2004

AUTHORIZING the City Manager to apply for and accept street rehabilitation and street improvement funding grants, loans and loan assistance from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$24,612,441, and to execute any agreements necessary for the receipt and administration of said grants and loans.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required \$6,610,000 in matching City funds for three (3) street rehabilitation projects, namely Kellogg Avenue, Reading Road, and M.L. King Drive – Central Parkway to Clifton; seven (7) street improvement projects, namely River Road, Ashtree Court, Kennedy Connector, Vine Street, Rapid Run Road, Dixmyth Avenue, and M.L. King Drive – Woodside to Short Vine; one (1) street reconstruction/water main project, namely North Bend Road – Colerain Avenue to Hamilton Avenue; one (1) street rehabilitation/pier wall project, namely Glenview Avenue; one (1) water main project, namely North Bend Road – Oakwood Avenue to Hamilton Avenue; and one (1) loan assistance application, namely Countywide Water Main Improvements – Phase III; and

WHEREAS, the City's matching contribution would come from the Department of Transportation and Engineering's Street Rehabilitation, Street Improvements, and Wall Stabilization and Landslide Correction capital improvement program allocations; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants, loans, and loan assistance in the approximate amount of \$24,612,441 for funding for three (3) street rehabilitation projects, namely Kellogg Avenue, Reading Road, and M.L. King Drive – Central Parkway to Clifton; seven (7) street improvement projects, namely River Road, Ashtree Court, Kennedy Connector,

Vine Street, Rapid Run Road, Dixmyth Avenue, and M.L. King Drive – Woodside to Short Vine; one (1) street reconstruction/water main project, namely North Bend Road – Colerain Avenue to Hamilton Avenue; one (1) street rehabilitation/pier wall project, namely Glenview Avenue; one (1) water main project, namely North Bend Road – Oakwood Avenue to Hamilton Avenue; and one (1) loan assistance application, namely Countywide Water Main Improvements – Phase III, and to accept such grants and loans at an interest rate acceptable to the City of Cincinnati Director of Finance if awarded by the Ohio Public Works Commission.

Section 2. That the City's matching contribution in the amount of \$6,610,000, would come from the Department of Transportation and Engineering's Street Rehabilitation, Street Improvements, and Wall Stabilization and Landslide Correction capital improvement program allocations.

Section 3. That the City Manager is hereby authorized to execute such agreements and other documents as are required by the State for receipt and administration of the above grants and loans.

Section 4. That this ordinance is an emergency measure necessary for the preservation of the public peace, welfare and safety and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to comply with the November 1, 2004, application deadline and to ensure that funding mechanisms for the proper implementation are in place at the earliest possible time.

Passed October 27, 2004

Attest

Melissa A. [Signature]
Clerk

[Signature]
Mayor

HEREBY CERTIFY THAT ORDINANCE NO. 345-2004
WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-9-2004

[Signature]
Clerk of Council

City of Cincinnati



Department of Finance

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

September 10, 2004

William E. Moller
Director

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 2005 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2005 SCIP/LTIP Projects (Round 19 Funding) are recommended to the City Manager for funding in the City's 2005 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Kellogg Avenue – Eastern to Wilmer
M.L. King Drive – Central Parkway to Clifton
North Bend Road – Colerain to Hamilton
Reading Road – Section to North Corporation Line

STREET REHABILITATION AND IMPROVEMENT PROJECT

Rapid Run Road – Glenway to West Corporation Line near Covedale

PIER WALL AND STREET REHABILITATION PROJECT

Glenview Avenue – Kirby to Belmont

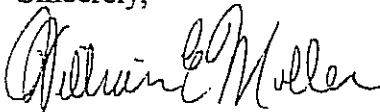
STREET IMPROVEMENT PROJECTS

Ashtree Drive – Kirby to Hamilton
Dixmyth Avenue – M.L. King to Clifton
Kennedy Connector – Ridge to Duck Creek
M. L. King – Woodside to Short Vine
River Road – Mount Echo to Illinois
Vine Street – Nixon to Erkenbrecher

The matching funds for these projects are coming from Street Improvement Bonds and from Cincinnati Southern Railway lease proceeds. Additional match funds are expected from the Municipal Road Fund and the Ohio Department of Transportation.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-6275.

Sincerely,

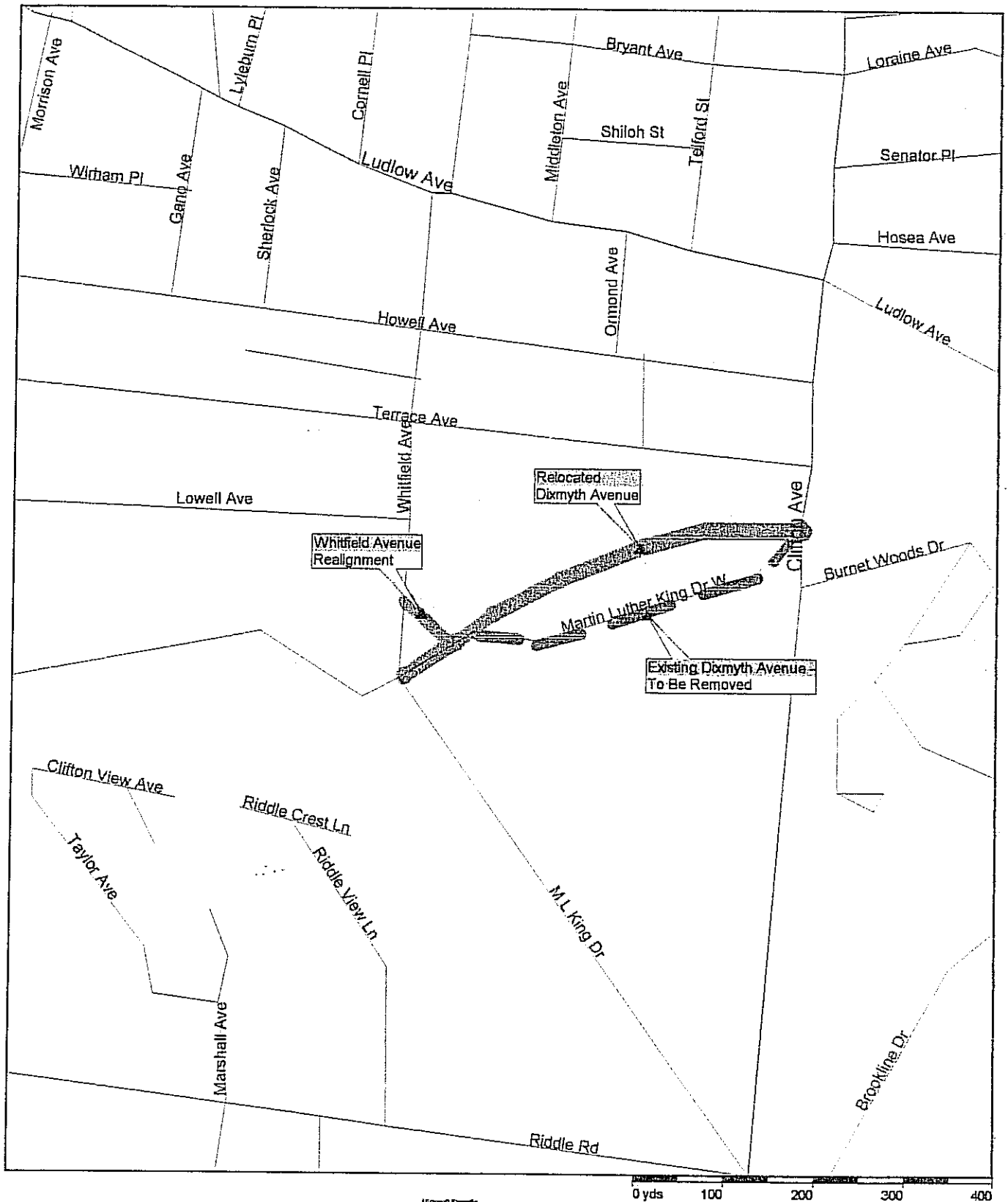
A handwritten signature in cursive script, appearing to read "William E. Moller".

William E. Moller
Finance Director

cc: R. Young, Assistant City Manager
C. Sigman, Budget
E. Enabnit, Transportation & Engineering
D. Rosemeyer, Engineering
K. Conn, Engineering
J. Vogel, Engineering
J. Buttner, Engineering
J. Brazina, Engineering
G. Long, Engineering
C. Ertel, Engineering
C. Hines, Engineering
D. Cline, Engineering

Dixmyth Avenue Reconstruction

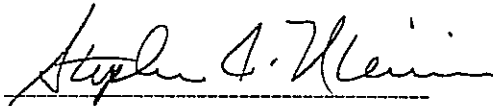
M. L. King Drive to Clifton Avenue



Streets98

CERTIFICATION OF TRAFFIC COUNT

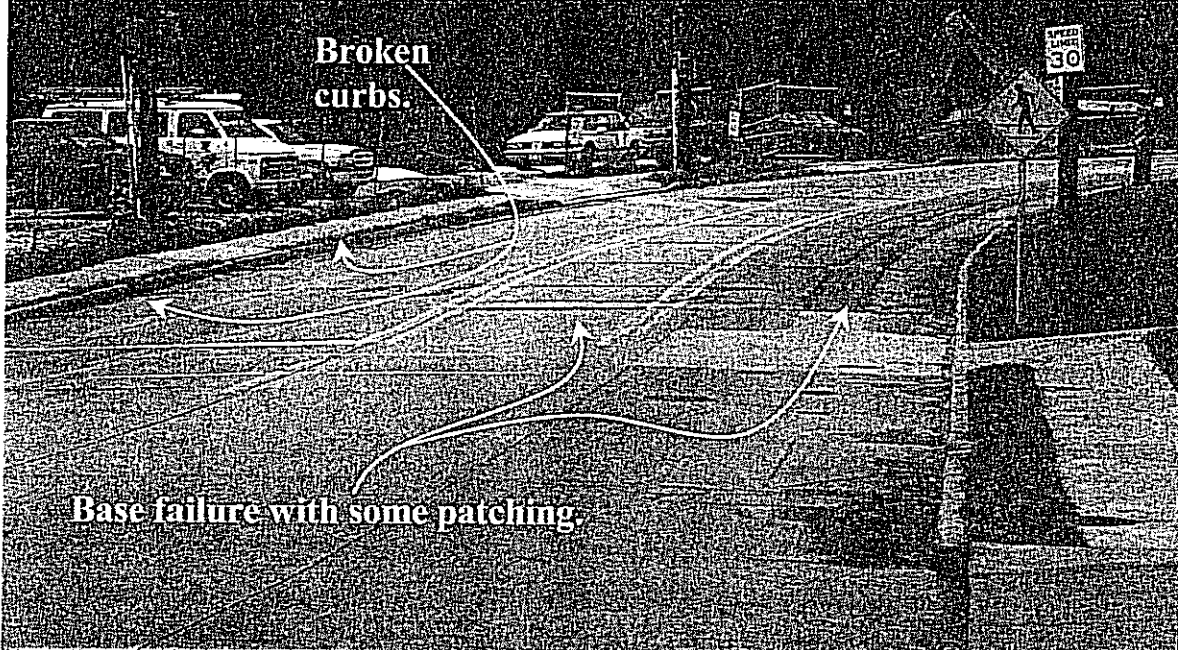
As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Dixmyth Avenue Relocation project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



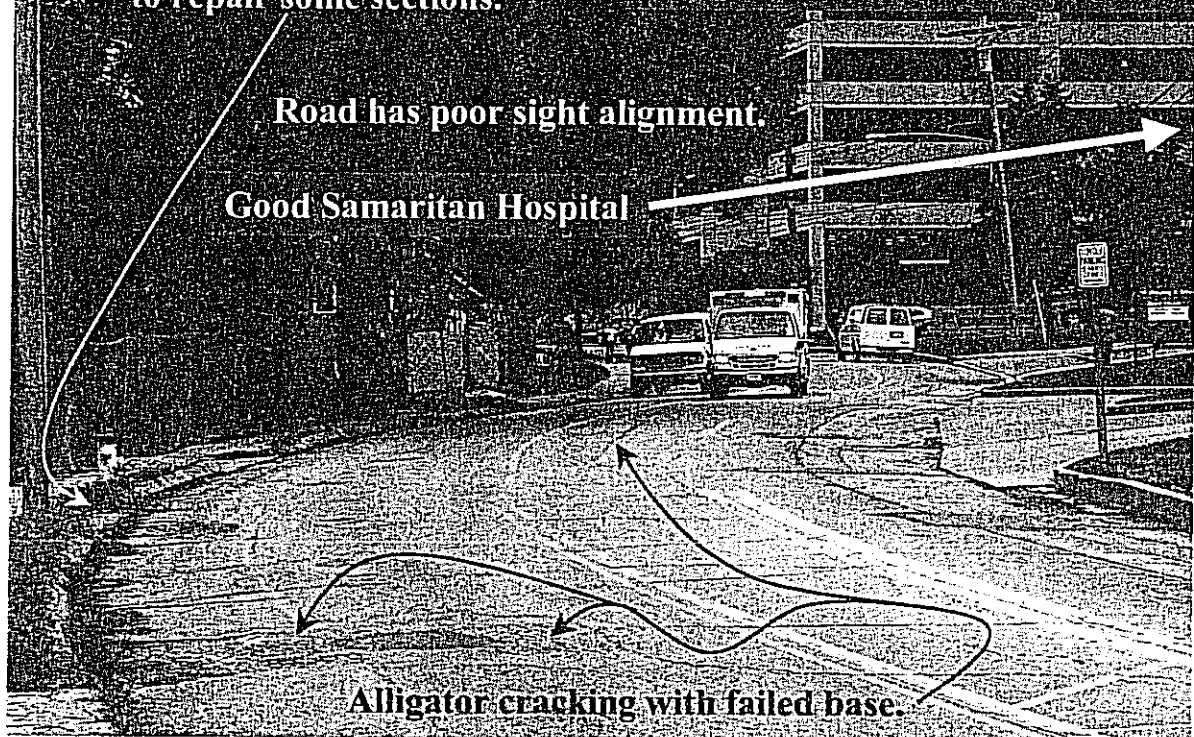
Stephen I. Niemeier, P.E.
Principal Traffic Engineer

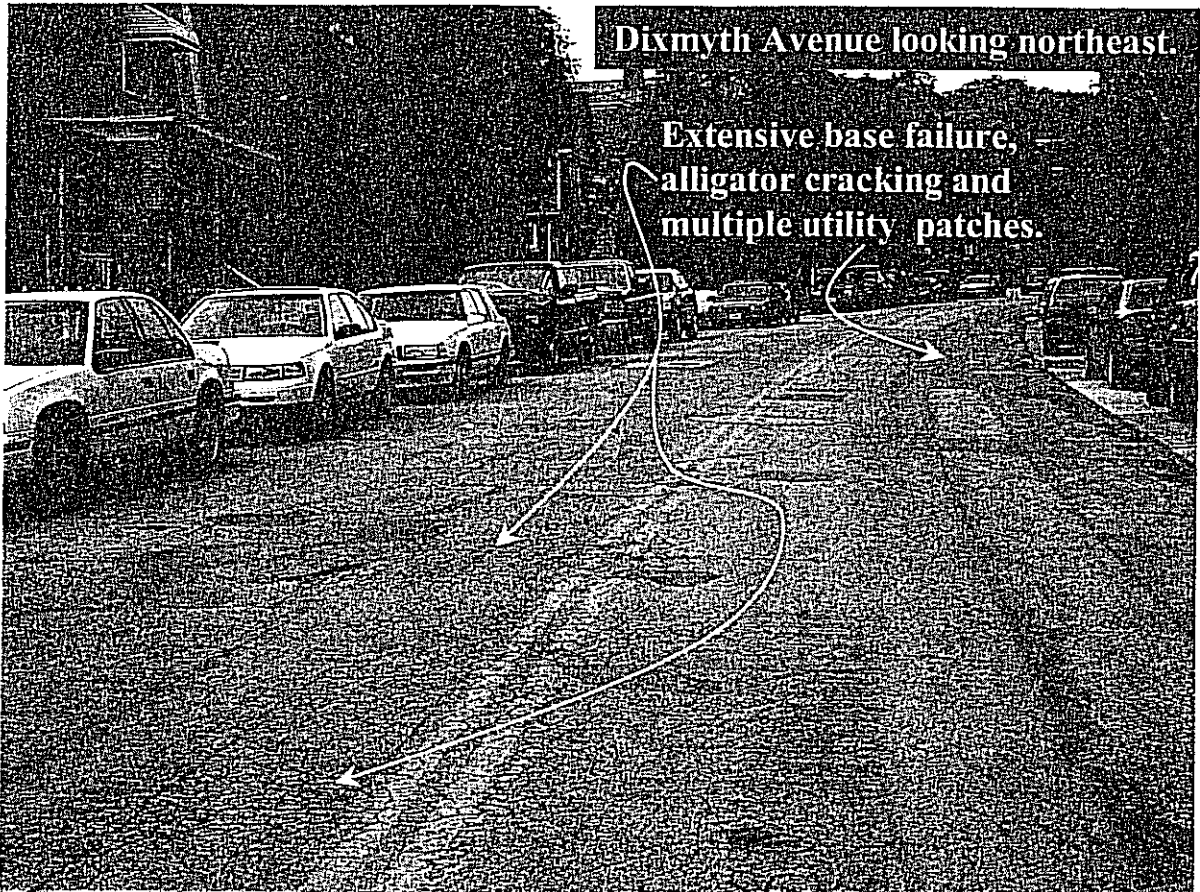


Dixmyth Avenue at Martin Luther King, looking northeast.



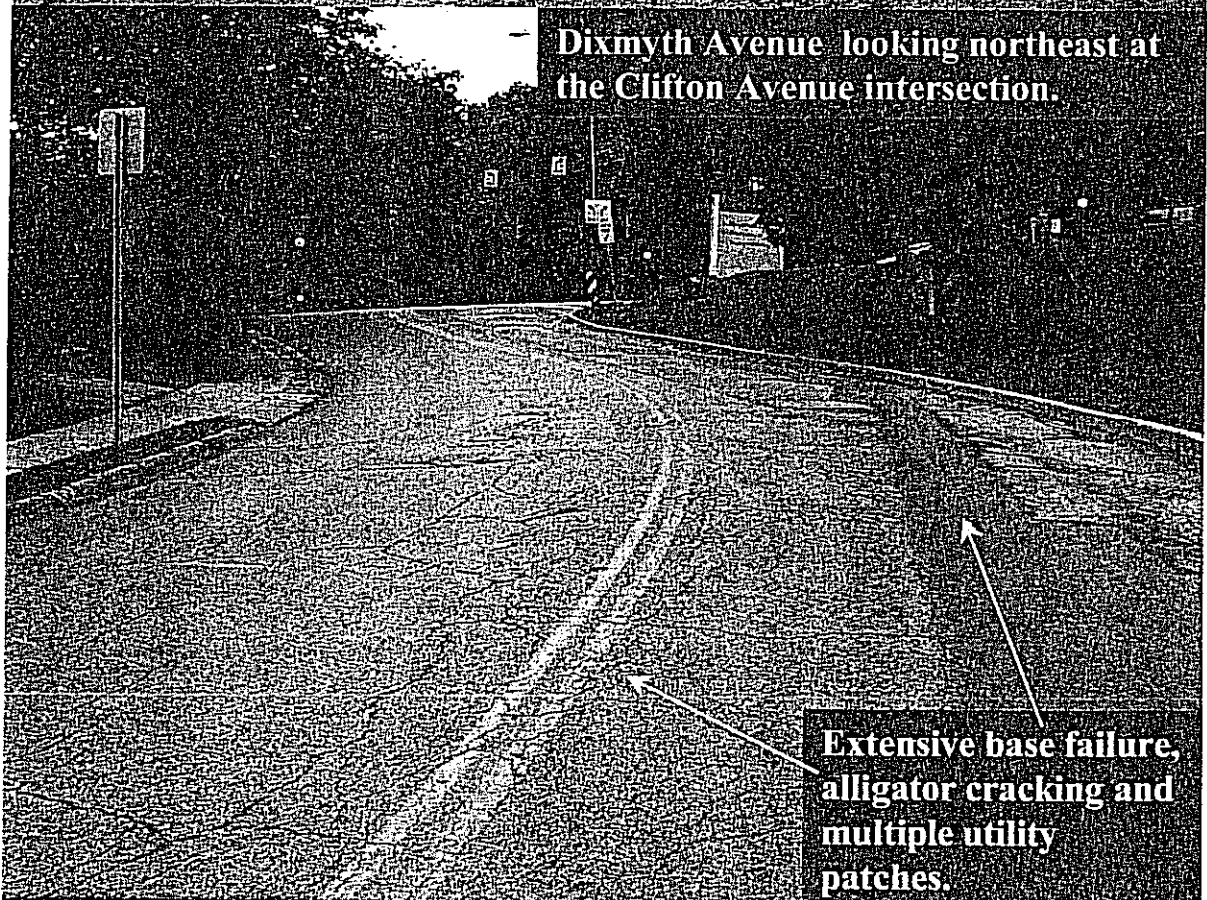
Dixmyth Avenue along the north side of Good Samaritan Hospital. Looking northeast.





Dixmyth Avenue looking northeast.

**Extensive base failure,
alligator cracking and
multiple utility patches.**



**Dixmyth Avenue looking northeast at
the Clifton Avenue intersection.**

**Extensive base failure,
alligator cracking and
multiple utility
patches.**

July 16, 2004

*A community
partnership of
Bethesda and
Good Samaritan Hospital*

Ms. Valerie Lemmie
City Manager
City of Cincinnati
801 Plum Street
Cincinnati, OH 45202

Dear Ms. Lemmie:

I want to take this opportunity to thank you for supporting our Good Samaritan Hospital expansion. Since you visited Good Sam to hear about our project there have been a number of changes related to an unexpected opportunity to improve Dixmyth Avenue. During the past 3 months, under the leadership of Scott Stiles and the support of the team from Community Development & Planning, Building & Inspections and Transportation & Engineering we have made great progress in planning to re-align Dixmyth while we complete our expansion. In fact, we have reached a point where we can outline the support necessary from the City Council, the Mayor and you. We understand our time frame is aggressive but with planning and financial support from the City of Cincinnati we can complete our project on schedule while drastically improving the safety of Dixmyth Avenue.

As a recap, Good Sam Hospital is planning to invest one hundred twenty-two million dollars (\$122,000,000) and create approximately 600 new Cincinnati jobs by 2010. The project calls for an expanded ten-story bed tower on the Dixmyth Avenue side of our campus, improvements to existing structures, and new parking (originally planned for the north side of Dixmyth on property already acquired by Good Samaritan) to accommodate our growth. Our analysis indicates that the City of Cincinnati currently receives \$2.25 million per year in earnings taxes from employees at Good Sam alone and our project will generate approximately \$1.6 million per year in additional earnings taxes.

After meeting with the City team we discovered an opportunity to provide additional safety for our patients by locating new parking facilities in place of the existing roadway and improving transportation by building an upgraded road to the north on

☐ **Good Samaritan Hospital**
375 Dixmyth Avenue
Cincinnati, Ohio 45220-2489
513.872.1400

☐ **Bethesda North Hospital**
10500 Montgomery Road
Cincinnati, Ohio 45242-9508
513.745.1111

☐ **TriHealth Corporate Offices**
619 Oak Street
Cincinnati, Ohio 45206-1690
513.569.6111

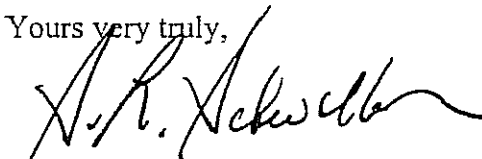
Ms. Valerie Lemmie
July 16, 2004
Page Two

land owned primarily by Good Samaritan. The team you put together to work on our project has reviewed the potential realignment of Dixmyth Avenue and agrees this request will improve the quality of transportation and safety while insuring the long-term viability of our project. The Dixmyth Avenue portion of the project is estimated to cost approximately \$4.1 million, including land acquisition, planning, construction and management. The team has identified potential sources of funds outside the city budget for most of the project, including contributions Good Samaritan will make to the project. However, there is a potential gap of approximately \$750,000 even if the team is successful in capturing construction funding from other sources.

At this time, we are seeking to confirm the City's support of our project and assurance that financial resources will be available to complete re-alignment of Dixmyth Avenue. Both teams are currently collaborating to approach the State of Ohio for funds related to the Dixmyth Avenue construction and design.

Once again, Scott and the rest of the team are doing an excellent job and we appreciate the city's commitment to our project. At the appropriate time, we are happy to meet with you, the mayor and/or members of Council to discuss our request in greater detail.

Yours very truly,



Stephen L. Schwalbe
Vice President, Strategy, Communications and Public Affairs
TriHealth, Inc.

cc:

Charlie Luken, Mayor, City of Cincinnati
Members, Cincinnati City Council
Scott Stiles, Assistant to the City Manager, City of Cincinnati
Bill Langevin, Director, Department of Buildings & Inspection, City of Cincinnati
Eileen Enabnit, Director of Transportation and Engineering, City of Cincinnati
Chad Munitz, Director of Economic Development, City of Cincinnati
Bill Fischer, Senior Development Officer, City of Cincinnati
Joe Vogel, Principal Transportation Design Engineer, City of Cincinnati
Martha Kelly, Principal Engineer, Department of Transportation, City of Cincinnati
Kenneth Knight, Director of Facilities, TriHealth
Nancy Haverkamp, Manager of Corporate Properties, TriHealth
David Dornheggen, Chief Operating Officer, Good Samaritan Hospital

ADDITIONAL SUPPORT INFORMATION

Dixmyth Avenue Relocation

For Program Year 2005 (July 1, 2005 through June 30, 2006), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Pavement Condition: The roadway has an asphalt surface and base that requires complete reconstruction. The pavement is warped and raveled in the wheel paths showing significant wear. In addition, there is random and longitudinal cracking and rutting. The ride quality is failed. Records show this roadway was rehabbed in 1975, then again in 1989. The fact that this road warrants rehabilitation for the third time in only 29 years indicates that the existing road base has failed and justifies complete reconstruction.

Design Elements: The existing sight distance is substandard at the intersection of Dixmyth and Clifton. Standard design calls for the first vehicle at each leg of an intersection to be visible to the other first vehicles. The first vehicle on Dixmyth cannot see the first vehicle on Clifton traveling north. Also, the curve on Dixmyth across from the parking garage is substandard in terms of horizontal geometry.

The project will replace the existing failed pavement and will replace the existing substandard design elements.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This project has considerably significant safety importance to the Public. Currently accidents on Dixmyth between MLK and Clifton occur at a rate of 10.08 mym. The proposed continuous turning lane will reduce rear-end collisions of vehicles turning into the Good Samaritan facility hence lowering this rate. Also, the improvement will eliminate on street

parking, which is a factor in many of these accidents. In addition, the rutting, cracking and warped pavement along with the utility cuts and potholes hinder the ability of drivers to operate their vehicles safely. The smooth new pavement will improve this. Furthermore, the realignment of Dixmyth will eliminate the current acute approach angle at Clifton, improving sight distance and allowing stopped and approaching vehicles at Dixmyth proper visibility to see vehicles on Clifton. This [?]should result in fewer right-angle and sideswipe accidents. Last year alone, five injuries occurred at this intersection from these types of accidents. (See attached accident data.)

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed project has no measurable impact to the health of the Public.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Dixmyth Avenue Relocation – M. L. King Drive to Clifton Avenue

Priority 2 North Bend Road Reconstruction and Water Main – Colerain to Hamilton

Priority 3 River Road Improvements – Mount Echo Drive to Illinois Avenue

Priority 4 Glenview Avenue Pier Wall and Street Rehabilitation – Kirby to Belmont

Priority 5 M. L. King Drive Rehabilitation – Clifton to Central Parkway

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

This project will directly secure new development. Good Samaritan is planning to expand north of their existing facility adjacent to Dixmyth Avenue. The City of Cincinnati is

planning to realign Dixmyth Avenue to better accommodate Good Samaritan Hospital's expansion plans, and the Public will have a better, safer roadway. The proposed roadway alignment will give Good Samaritan Hospital more frontage between their existing facility and the proposed right-of-way allowing more area for their future expansion. (See the attached letter from TriHealth regarding expansion plans and support of Dixmyth Avenue relocation.)

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

MRF funds - \$300,000 which is 10% of the estimated construction cost.

DOD Grant- \$600,000 which is 20% of the estimated construction cost.

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

The project is designed for current demand.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____

Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 5

- a.) Are preliminary plans or engineering completed? Yes _____ No X N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 8 Of these, how many are: Takes 7

Temporary 1

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Good Samaritan Hospital is currently in the process of acquiring the remaining 7 parcels takes that will be needed for the realignment. They will then donate the needed property to the City.

- e.) Give an estimate of time needed to complete any item above not yet completed. 10 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Dixmyth Avenue connects M.L. King Drive with Clifton Avenue. While it also functions as a shortcut from M.L. King to the northern areas of Clifton, much of the traffic on the street is accessing parking areas for Good Samaritan Hospital. It is classified as a "Major Collector".

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 6883 X 1.20 = 8260 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City earnings tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 19 - PROGRAM YEAR 2005
PROJECT SELECTION CRITERIA
JULY 1, 2005 TO JUNE 30, 2006

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: DIXMYTH AVE. RELOCATION

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- ☒ 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

EX. TO BE
REMOVED
This is repair/replacement
received 25 last time
new alignment is for expressing Good Score.

Appeal Score _____

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- ☒ 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

ACC vote 50.8 Int 1.52
lot of RE type
State adding cost, turn
LANE, elim. plang,
imp. sight dist & Alignment
@ intersections
either 20 or 25

Appeal Score _____

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score _____

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project.
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

Appeal Score

10 - No

0 - Yes

6) Economic Growth -- How the completed project will enhance economic growth (See definitions).

Appeal Score

0

~~10~~ - The project will directly secure new employment

see letter

5 - The project will permit more development

0 - The project will not impact development

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

LOCAL = 20%

8) Matching Funds - OTHER

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

MRF = 10%
DOD = 20% = 30%

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

Appeal Score

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2005 and no delinquent projects in Rounds 16 & 17

3 - Will be under contract by March 31, 2006 and/or one delinquent project in Rounds 16 & 17

0 - Will not be under contract by March 31, 2006 and/or more than one delinquent project in Rounds 16 & 17

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major Impact

8 - Significant Impact

6 - Moderate Impact

4 - Minor Impact

2 - Minimal or No Impact

Appeal Score

received 6 last time

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

8,260

4 - 4,000 to 7,999

2 - 3,999 and under

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

\$5

levy

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project is specifically designed to secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: **Major Arterial:** A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: **Minor Arterial:** A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: **Major Collector:** A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: **Minor Collector:** A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: **Local:** A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

VISIT OUR WEBSITE AT:

<http://www.hamilton-co.org/engineer/SCIP/Itip.htm>